San Jose-to-Oakland Segment

Existing land uses along the two San Jose-to-Oakland alignment options are described below.

The I-880 alignment option begins at the San Jose/Diridon Station and continues north along I-880 and the UPRR tracks to the Union City Station where it proceeds along the UPRR's Hayward Line to the Coliseum Station and then to either the 12th Street/City Center Station or West Oakland Station. The primary land uses in the immediate vicinity of the I-880 alignment option are the I-880 and the UPRR corridors. Adjacent land uses include industrial and commercial complexes, and commercial/service oriented, other urban and residential uses.

The Mulford Line alignment option also begins at the San Jose/Diridon Station but would continue north along the UPRR's Mulford rail line to the UPRR's Niles line and then onto UPRR's Hayward line to the 12th Street/City Center Station or West Oakland Station. In addition to the Union City and Coliseum Stations, the Mulford Line option would also have a station at Auto Mall Parkway in Fremont. The primary land use in the immediate vicinity of the Mulford Line alignment option is the UPRR corridor. Surrounding land uses include industrial, commercial and service oriented, other urban, residential, wetland and rangeland uses.

I-880 Alignment Option

San Jose/Diridon Station Area to Union City Station Area. The I-880 alignment option would begin at the San Jose/Diridon Station and proceed north in a tunnel under a variety of industrial and commercial land uses. At the intersection of the Bayshore Freeway (U.S. 101) and Nimitz Freeway (I-880) the alignment would resurface and continue on an aerial structure along I-880.

Between U.S. 101 and the Montague Expressway, adjacent land uses are primarily industrial and commercial complexes. Residential areas are located in the northeast and southeast quadrants of the I-880/Montague Expressway intersection. Industrial and commercial complexes and commercial/service oriented uses are predominant on the west between the Montague Expressway and SR-237 in the City of Milpitas. The Elmwood Rehabilitation Center and County Jail Farm are located to the east. Between SR-237 and the Alameda County Line, residential and industrial uses are located to the east and the McCarthy Ranch Market Place is located to the west.

In Fremont, north of the Alameda County line, industrial and commercial complexes predominate. At Mission Boulevard, the alignment transitions from the I-880 corridor to the UPRR Line. Adjacent land uses are almost exclusively industrial on both sides of the UPRR tracks between Mission Boulevard and Auto Mall Parkway. Heading north to Washington Boulevard, single-family residential uses are predominant on the west and mixed urban uses on the east. At Washington Boulevard, the alignment would continue underground beneath Fremont Central Park and Lake Elizabeth, commercial and service oriented uses, and the Alameda Flood Control Channel crossing where it would return at-grade. At Niles Boulevard, the alignment would approach the Union City Station on an aerial structure. Existing land uses in the vicinity of the Union City BART Station, as shown in Figure 2.3-13, include residential to the east and industrial and commercial complexes to the west.

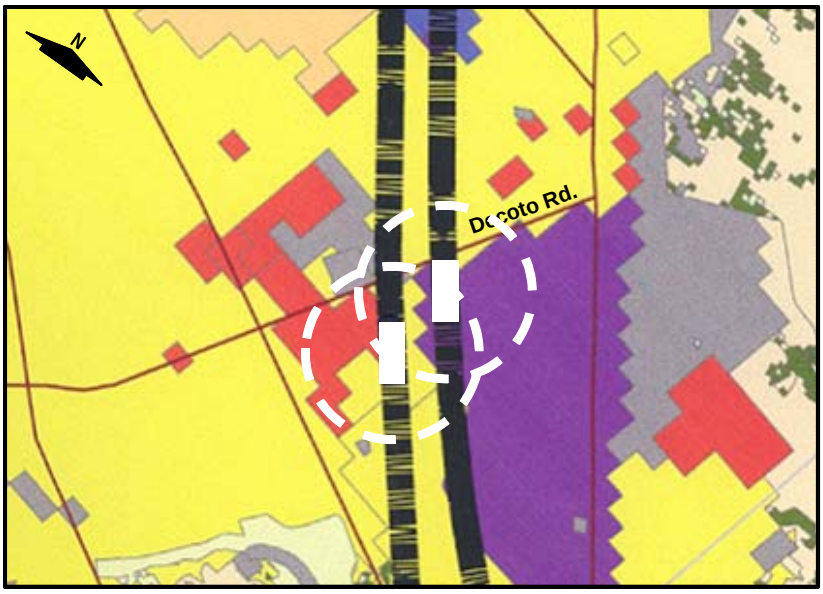


Figure 2.3- 13 Existing Land Use in the Union City Station Area

Union City Station Area to Coliseum BART Station Area. Leaving the Union City BART Station, the alignment would continue at-grade into Hayward, pass to the east of the BART Hayward Maintenance Yard and transition to the UPRR Hayward line. Through Hayward, land uses along the UPRR track are mostly commercial/service oriented and residential. The Hayward Capitol/Amtrak Station is located north of Winton Avenue. Adjacent land uses in the City of San Lorenzo are primarily single-family residential with some commercial/service oriented uses. As the corridor enters San Leandro, between Hesperian Boulevard and Washington Avenue, the primary land use is single-family residential. Industrial uses are predominant between Washington Avenue and Marina Boulevard, then mostly single-family residential to the San Leandro border. Entering Oakland, land uses are initially residential and then primarily industrial between 98th Avenue and the Oakland Airport/Coliseum BART Station. As shown in Figure 2.3-14, land uses west of the station area are predominately commercial and service oriented, including the Oakland Coliseum and Oakland Alameda County Arena. Industrial and commercial complexes, and residential uses are located to the east.

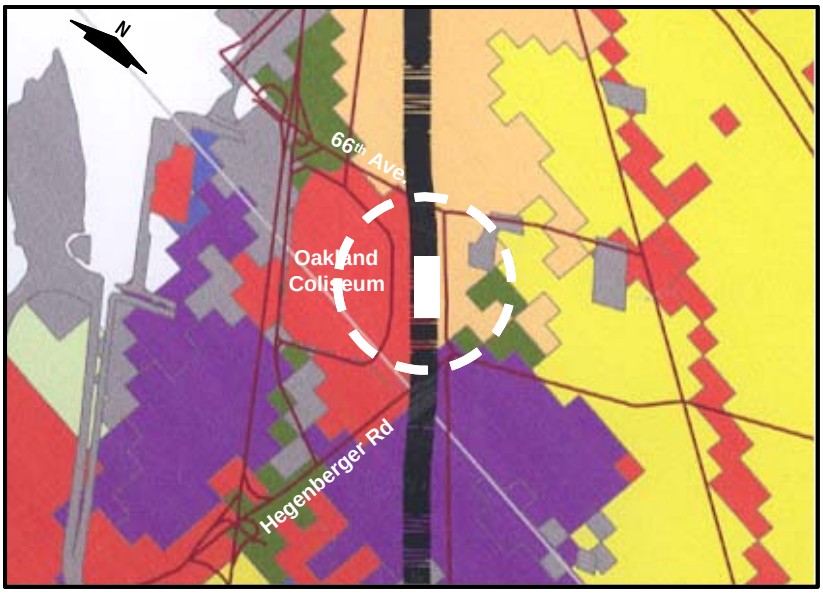


Figure 2.3-14 Existing Land Use in the Coliseum BART Station Area

Coliseum BART Station Area to 12th Street/City Center Station or West Oakland Station Area. Between 66th and 18th avenues, the predominate uses are industrial and commercial complexes on both sides of the UPRR tracks. At 18th Avenue, the alignment would either proceed in tunnel under 12th Street past Lake Merritt to the 12th Street/City Center Station area in Downtown Oakland or would continue beneath 7th Street to the West Oakland BART Station.

Land use in the vicinity of the 12th Street/City Center Station area is primarily related to the Downtown Civic Center and other commercial and service oriented uses, as shown in Figure 2.3-15.

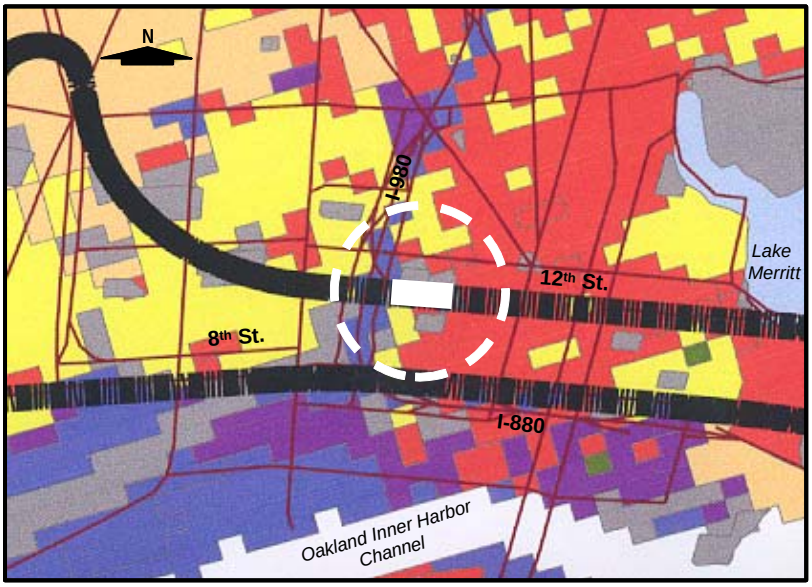


Figure 2.3-15 Existing Land Use in the 12th Street / City Center Station Area

The West Oakland BART Station is located on the western edge of a residential area, as shown in Figure 2.3-16. Other adjacent uses are commercial and service oriented. The Main Oakland Post Office is located to the northwest of the station area. Land use to the southeast and southwest is primarily transportation related, including the UPRR Yard and the Joint Intermodal Rail Terminal.

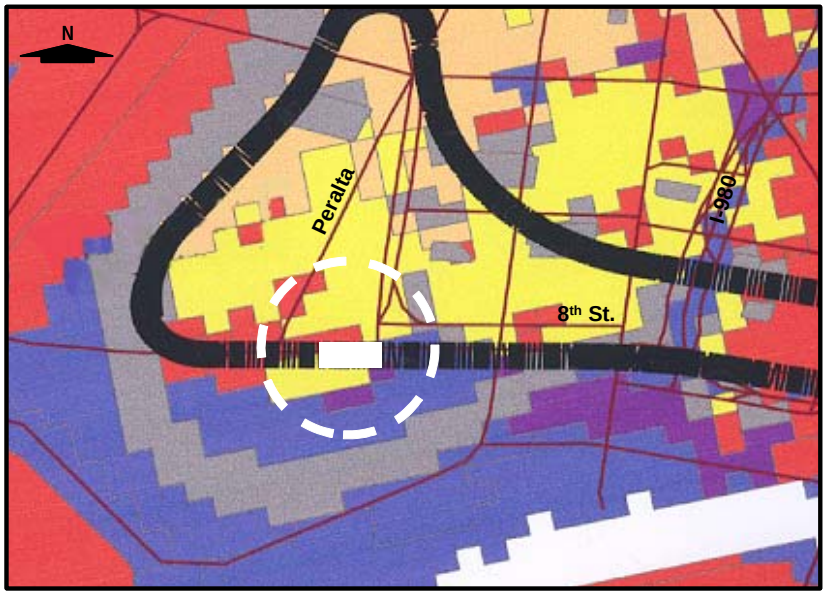


Figure 2.3-16 Existing Land Use in the West Oakland Station Area

Mulford Line Alignment Option

San Jose/Diridon Station Area to Auto Mall Parkway Station Area. The Mulford Line alignment option would depart the San Jose/Diridon Station and proceed north along the UPRR corridor past the San Jose International Airport. Other adjacent land uses in this segment are primarily industrial and commercial/service oriented. Between U.S. 101 and SR-237, land uses in the vicinity of the corridor are industrial, residential and commercial/service oriented. The Santa Clara Golf and Tennis Club is located in the northern portion of this segment. North of SR-237, the UPRR tracks pass through the San Francisco Bay National Wildlife Refuge to the Auto Mall Parkway Station Area. Surrounding land uses at the station site, as shown in Figure 2.3-17, are mostly industrial to the east and barren land and landfill to the west.

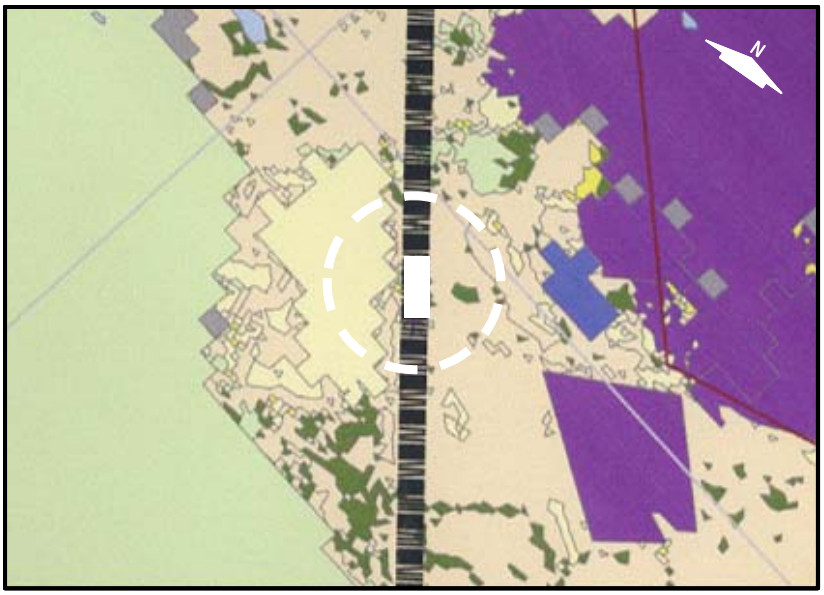


Figure 2.3-17 Existing Land Use in the Auto Mall Station Area

Auto Mall Parkway Station Area to Union City Station Area. Heading north through Newark, the UPRR tracks pass by salt ponds and adjacent industrial, residential and commercial/service oriented uses. At I-880, the corridor enters Fremont and continues through residential neighborhoods. Wetland areas associated with Alameda Creek are located north of the alignment as it approaches the UPRR's Niles line. The corridor crosses Alameda Creek and continues past residential uses to the Union City BART Station. Land uses in the vicinity of the station are primarily residential, industrial, and commercial and service oriented, as shown in Figure 2.3-13. Several properties in the area are undeveloped or underutilized. From the Union City BART Station, the Mulford Line Option would proceed along the UPRR Hayward Line to Oakland along the same route as described above for the I-880 Alignment Option.

2.3.3 Future Baseline 2020 Planned Land Use

The following section describes future planned or proposed land use in the High-Speed Train alignment corridors and station options areas through the year 2020. General Plans and Land Use Maps, as described in Section 2.2, were used to identify future land use in the station areas. Other related transportation and major infrastructure projects that are proposed or planned during the planning period are also discussed below.

2.3.3.1 Merced-to-San Jose

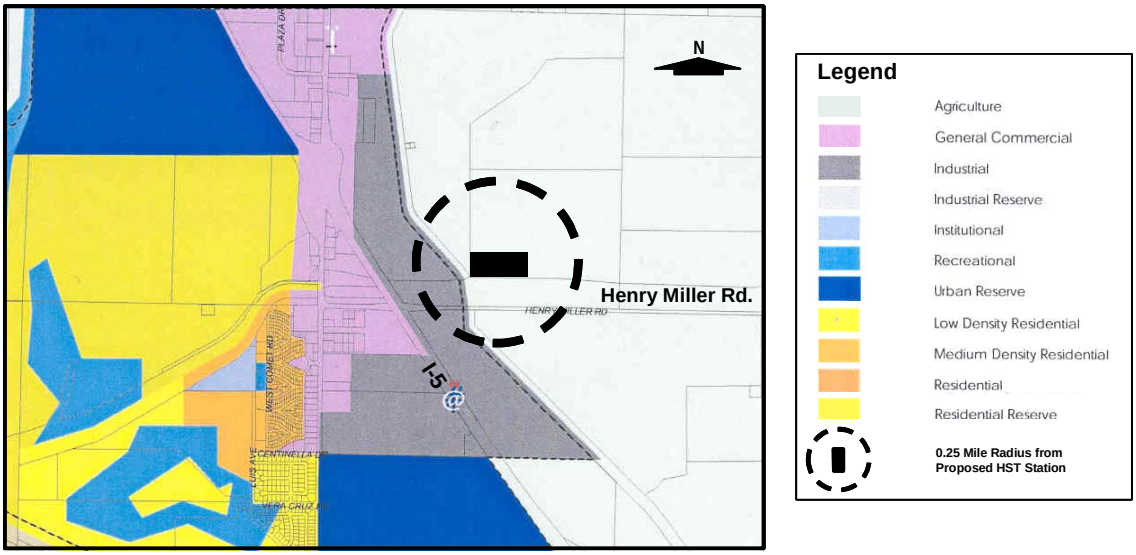
Los Banos Station Area

The City of Los Banos urban limits currently consist of approximately 5,464 acres or about 8.5 square miles. The future extent of urban development and services considered for the *City of Los Banos General Plan Update* is approximately 11,089 acres or about 17 square miles. The urban limits are defined as one-quarter mile south of Henry Miller Road to the north, one-eighth mile south of Pioneer Road to the south, one-half mile west of Los Banos Creek to the west, the Santa Fe Grade (Arroyo Canal) north of Highway 152, and the San Luis Canal south of Highway 152 forms the eastern boundary. Beyond the urban limit line the City foresees urban transitioning to rural/agricultural uses or to areas where environmental constraints warrant protection from urban encroachment. Based on an average growth

rate of four percent, the City will need to consider developing approximately 2,900 acres over the next 20 years. This amount of land combines residential and non-residential (2,636 acres) and public facilities (230 acres) which include schools, parks, water and wastewater utilities, and open space trails and amenities.

Highway 152 (SR 152) Bypass. The most substantial influence on future land use patterns in the Los Banos area will be the ultimate realignment of SR-152. This project is identified in the *Merced County Regional Transportation Plan* and is scheduled over the next 20 years, depending on available funding. A number of planning studies and recommended alignments for the Bypass have been developed in recent years, however, a preferred alternative has not been selected. The *Los Banos General Plan* identifies a northern and southern corridor to represent possible alignments and provides policies to protect these corridors from intensive development including major structures and dwellings.

The *Merced County Santa Nella Community Specific Plan* identifies future land use in the vicinity of the Los Banos Station Area. As shown in Figure 2.3-18, the primary planned land use in the vicinity of the station is agricultural, with industrial and general commercial uses clustered to the west near I-5.

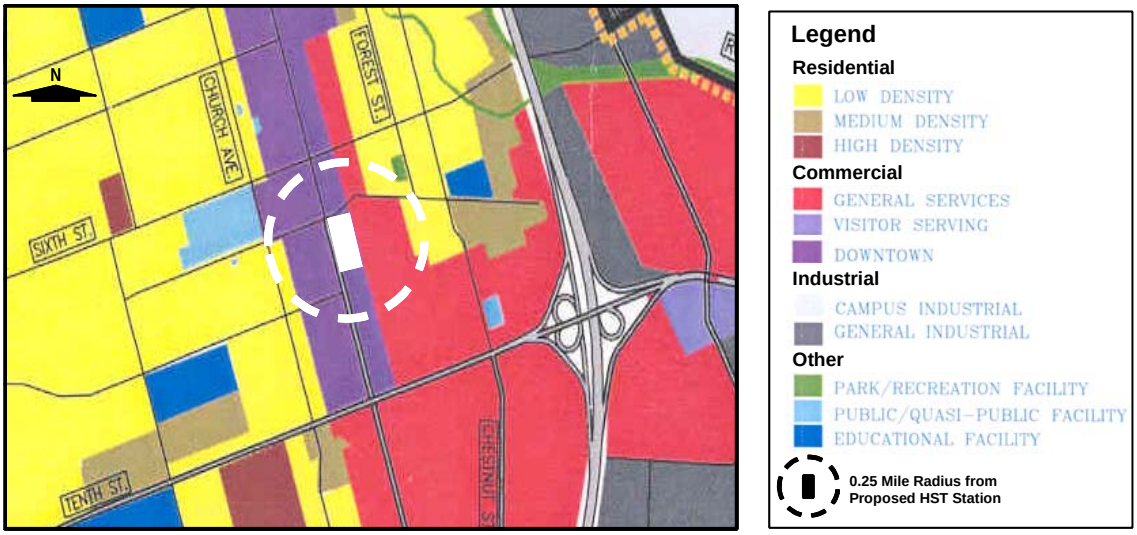


Source: Merced County Association of Governments; General Plan Map for the Community of Santa Nella (July, 2001); Parsons, 2003.

Figure 2.3-18 Future Land Use in the Los Banos Station Area

Gilroy Station Area

The *Gilroy General Plan* places a high priority on strengthening and restoring the downtown area including the development of an active transit center, new housing, pedestrian-oriented public spaces and amenities, and a new town plaza and pedestrian mall. The Plan promotes higher density residential and mixed use developments in close proximity to the Downtown Caltrain station and multi-modal transit center. Other planned land uses near downtown include a new Performing and Visual Arts Center, cinema, an expanded civic center, restaurants, shops and offices. The Plan also establishes a new land use designation, Campus Industrial, to encourage the development of high-tech industries in Gilroy. Future land use in the Gilroy Station area are primarily downtown and general services commercial, as shown below in Figure 2.3-19.

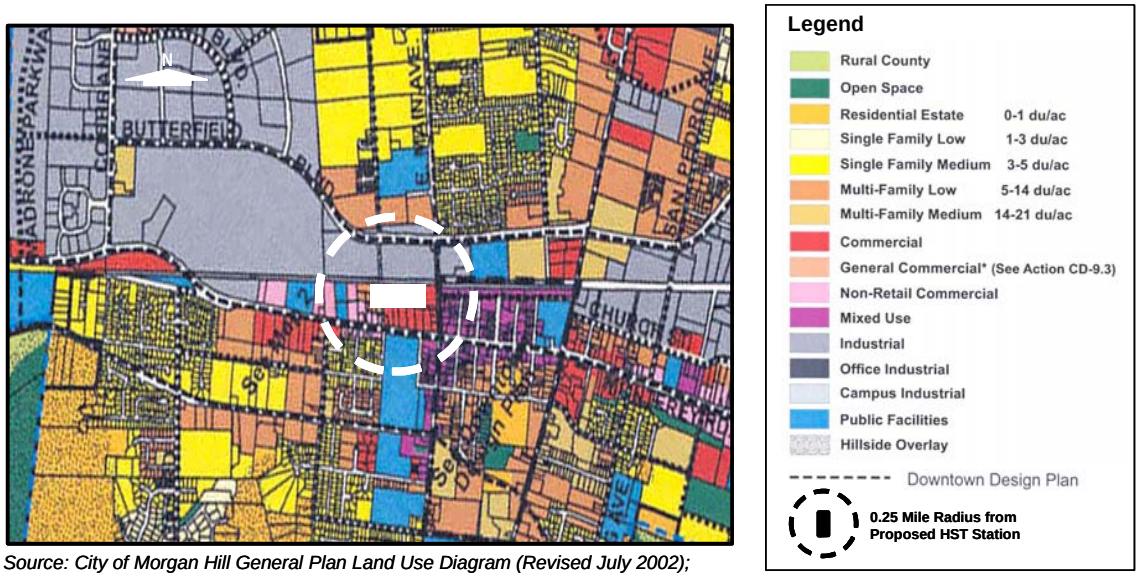


Source: Gilroy 2020 General Plan Land Use Map (Adopted June 2002); Parsons, 2003.

Figure 2.3-19 Future Land Use in the Gilroy Station Area

Morgan Hill Station Area

Morgan Hill will continue to preserve its small-town character over the future planning period. Agricultural uses and open space will continue at the outskirts of the City with new housing planned in a variety of locations and other urban land uses encouraged downtown. Of the approximately 21,700 acres within the Morgan Hill planning area, less than 3,400 acres are developed with residential, commercial or industrial uses. The General Plan provides for an additional 3,400 acres of urban development. As shown in Figure 2.3-20, future planned land use in the Morgan Hill station area is primarily industrial to the east of the rail tracks and commercial to the west.



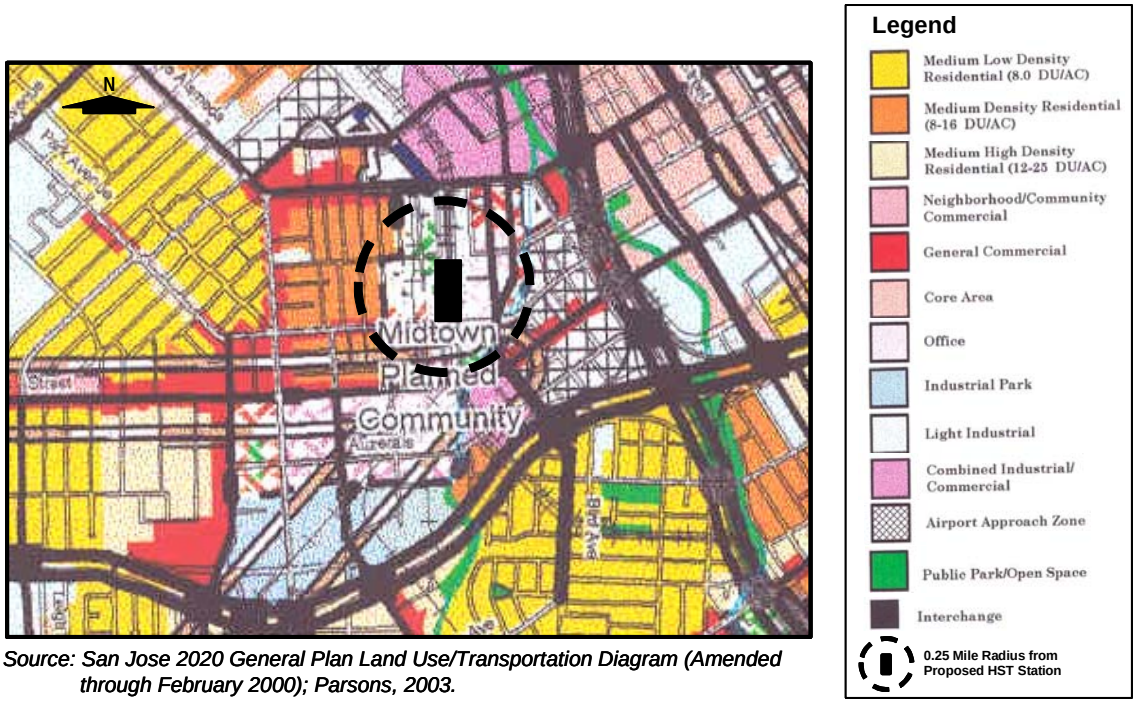
Source: City of Morgan Hill General Plan Land Use Diagram (Revised July 2002); Parsons, 2003.

Figure 2.3-20 Future Land Use in the Morgan Hill Station Area

San Jose / Diridon Station Area

The *San Jose 2020 General Plan* establishes a strategy plan to guide development in the central business district and the adjacent neighborhoods. The major goals of the strategy plan include attracting new retail development as well as retaining existing retail downtown, emphasizing the need for downtown housing, developing corporate office headquarters downtown, continuing to locate major hotel development in the downtown, providing downtown civic and cultural facilities, and integrating the San Jose State University community within the downtown fabric.

Future planned land use in the San Jose/Diridon Station area is primarily light industrial with combined industrial/commercial, general commercial, and medium density residential in the surrounding areas, as shown in Figure 2.3-21.



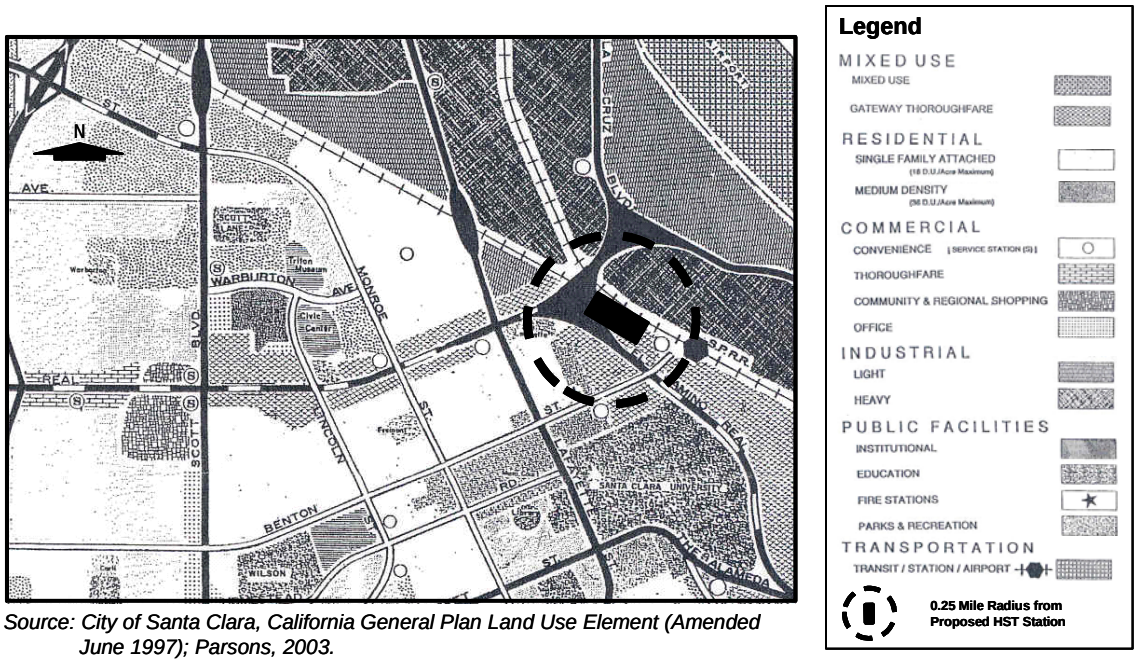
Source: San Jose 2020 General Plan Land Use/Transportation Diagram (Amended through February 2000); Parsons, 2003.

Figure 2.3-21 Future Land Use in the San Jose/Diridon Station Area

2.3.3.2 San Jose-to-San Francisco

Santa Clara Station Area

The City of Santa Clara contains an area of approximately 12,352 total acres or 19.3 miles that is essentially built out. The General Plan focuses on policies that support the remaining opportunities for development, redevelopment and expansion, including increased land use densities concentrated near mass transit nodes. As shown in Figure 2.3-22, land use in the Santa Clara Station area are mixed use and industrial.



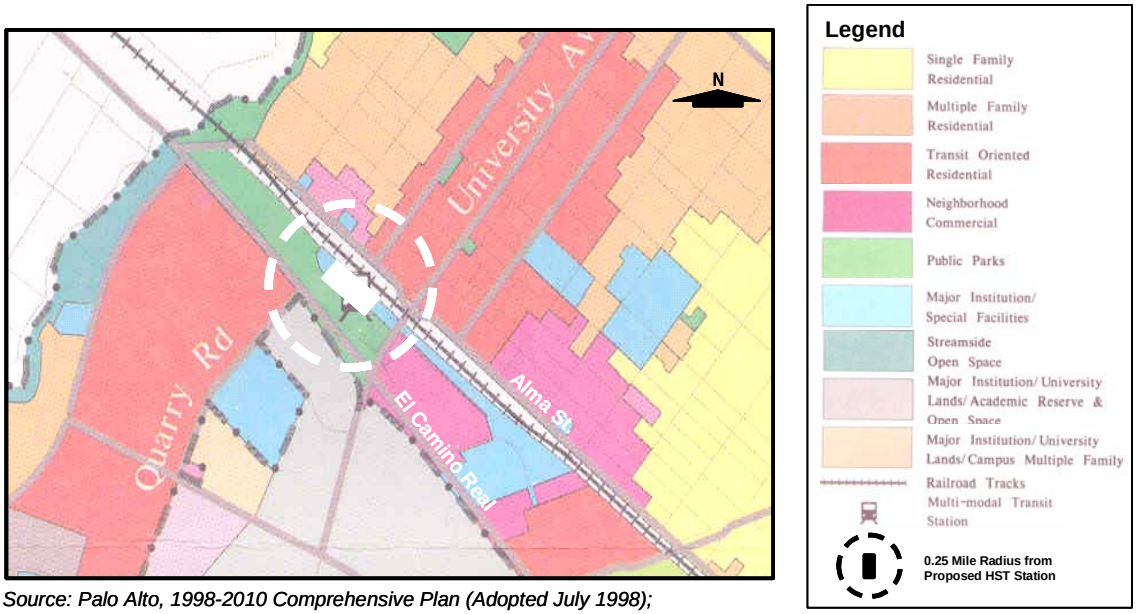
Source: City of Santa Clara, California General Plan Land Use Element (Amended June 1997); Parsons, 2003.

Figure 2.3-22 Future Land Use in the Santa Clara Station Area

Palo Alto Station Area

Palo Alto comprises 16,627 acres or about 26 square miles. Approximately 40 percent of this area is in parks and preserves and another 15 percent consists of agriculture and other open space uses. The remaining area is almost completely developed, with single-family uses predominating. Less than one percent of the City's land area consists of vacant, developable land. Some of the most substantial opportunities for growth and change in the Palo Alto area are on Stanford University lands. In recent land use and transportation planning efforts, Palo Alto and Stanford have cooperated to plan for the University Avenue Multi-modal Transit Station Area, as described below.

University Avenue Multi-modal Transit Station Area. In 1993, the City of Palo Alto and Stanford University initiated a joint planning effort to redevelop the University Avenue Multi-modal Transit Station Area. Redevelopment of the area will provide linkages and pedestrian connections between the University Avenue/Downtown, Stanford Shopping Center, Stanford University, and nearby residential neighborhoods. The area's reuse is expected to optimize the effectiveness of the multi-modal transit center, protect nearby residential areas from potential adverse development impacts, improve the City and University gateways, and enhance parkland and natural resources. The General Plan establishes the Transit-oriented Residential category to allow higher density residential dwellings in the University Avenue/Downtown commercial center within walking distance of the multi-modal transit station. The land use category is intended to generate residential densities that support substantial use of public transportation. As shown in Figure 2.3-23, transit oriented residential uses are the predominate future use in the vicinity of the Palo Alto Station area.



Source: Palo Alto, 1998-2010 Comprehensive Plan (Adopted July 1998); Parsons, 2003.

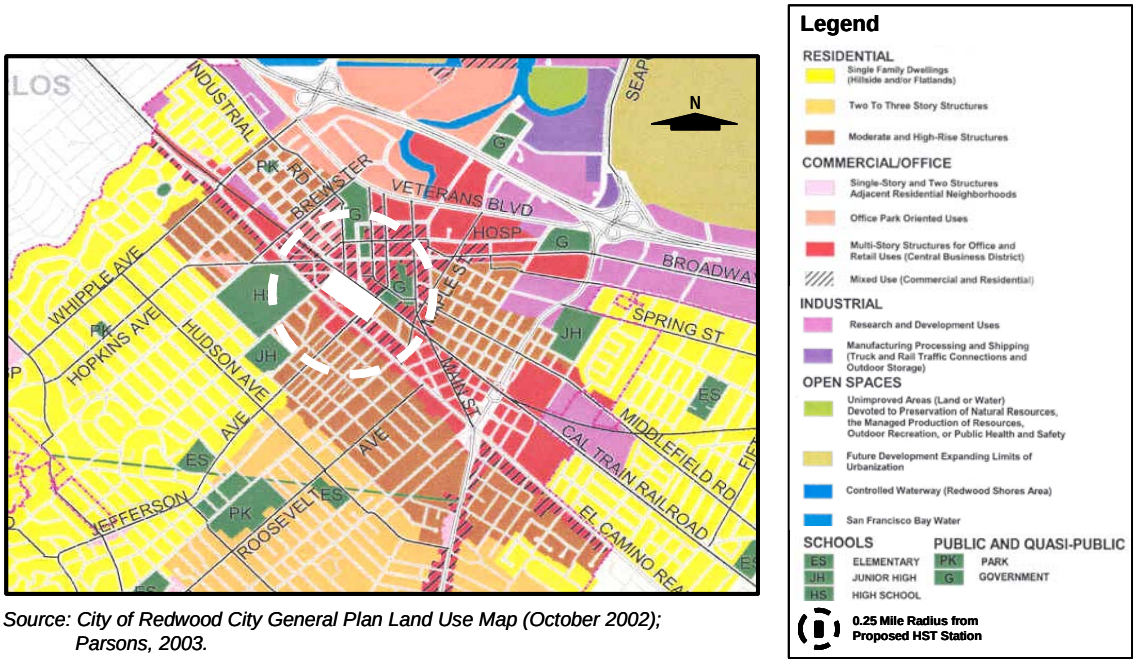
Figure 2.3-23 Future Land Use in the Palo Alto Station Area

Redwood City Station Area

The total area of Redwood City is 21,603 acres, or approximately 33.8 square miles. Of this total, 43 percent is water area or land subject to tidal option. Most of the remaining vacant land within the City cannot be developed because it is San Francisco Bay, its tributaries, salt ponds, and wetlands.

Future land use objectives as stated in the *Redwood City Strategic General Plan* include: 1) protecting the integrity of existing single-family areas, and encourage home ownership in new developments; 2) encourage development and growth downtown as one of the City's major commercial areas, and allow improvement of conveniently-sited satellite shopping areas; and 3) provide sufficient land for a variety of employment opportunities with optimum commute access.

Future planned land use in the vicinity of the Redwood City Station option are predominately Central Business District and mixed-use commercial and industrial, as shown below in Figure 2.3-24.



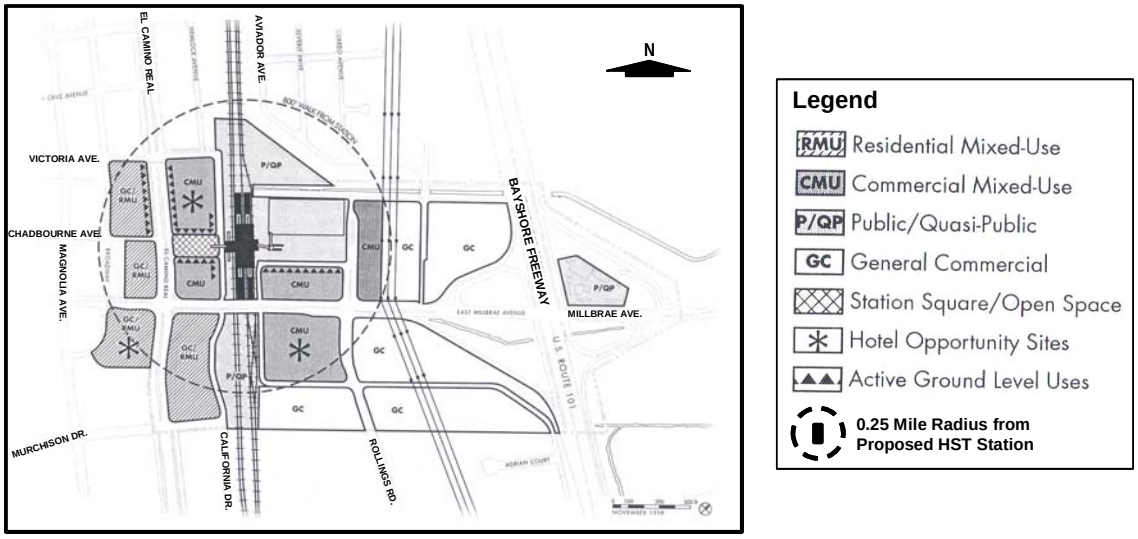
Source: City of Redwood City General Plan Land Use Map (October 2002); Parsons, 2003.

Figure 2.3-24 Future Land Use in the Redwood City Station Area

SFO Airport Station Area

The City of Millbrae occupies 3.25 square miles of northern San Mateo County. Most of the land in the City is developed with urban uses, with a land use pattern that is well established. The *1998-2015 General Plan* focuses on issues such as the preservation of community character; upgrading older areas; strengthening the City's economic base; use of undeveloped and reusable lands; and providing for the community's housing, social, economic development and safety needs.

In addition to the General Plan, the *Millbrae Station Area Specific Plan* provides more detailed policy direction for the area surrounding the planned Millbrae BART Station. The Plan sets forth policies, standards and guidelines that are intended to transform the area from its current low-intensity commercial and service orientation into a vibrant pedestrian-oriented mixed-use district that builds on the activity generated by the intermodal station, and that can make the station area a more integral part of the community. The station area encompasses approximately 125 acres, of which about 50 acres of vacant or underused land are proposed to be developed into office, hotel, residential, retail/restaurant, and parking uses. The entire Millbrae Station area is located within the Millbrae Redevelopment Project Area. Land uses proposed for the station area include residential and commercial mixed use as shown below in Figure 2.3-25.



Source: City of Millbrae; Millbrae Station Area Specific Plan (Adopted November 1998); Parsons, 2003.

Figure 2.3-25 Future Land Use in the Millbrae Station Area

Millbrae Intermodal Station. The Millbrae Intermodal Station is currently under construction to serve both Caltrain and the new BART Extension to San Francisco International Airport. The existing Caltrain Millbrae Station platform is being relocated approximately 800 feet north to the new Millbrae Avenue Intermodal Station, which will incorporate three BART tracks with one center and one side platform to facilitate train movements. One Caltrain/BART platform will provide for cross-platform transfers; other transfers will be accommodated via an aerial walkway. About 3,000 parking spaces will be provided with a pedestrian bridge to connect between the new parking structure and surface lots and the BART and Caltrain mezzanines.

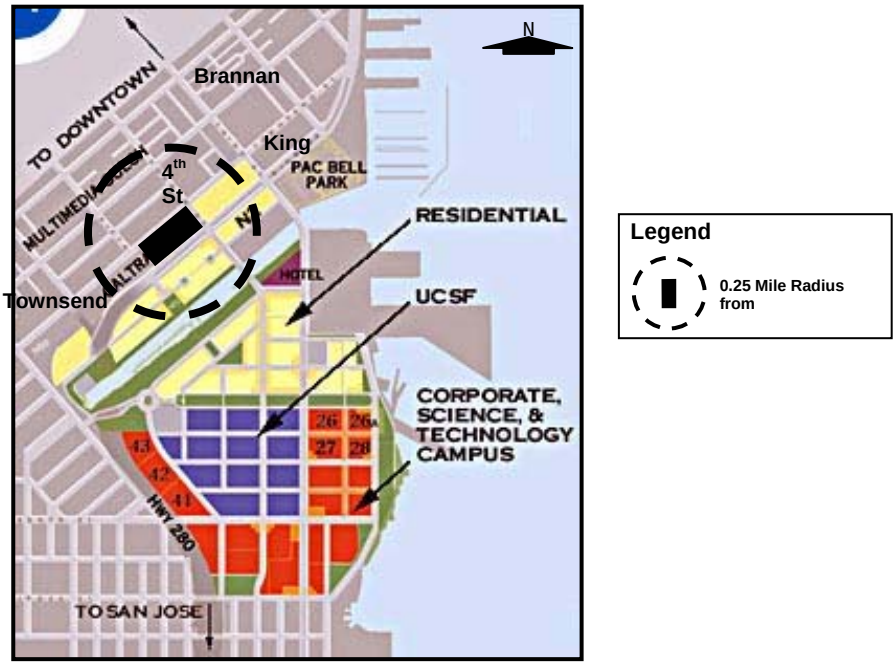
BART-San Francisco International Airport (SFO) Extension. The BART-San Francisco International Airport (SFO) Extension provides 8.7 miles of new revenue service track extending southward from the present Colma Station roughly paralleling El Camino Real and the Caltrain right-of-way, entering and exiting the new San Francisco International Airport Station International Airport Station within SFO on aerial track, and then continuing roughly parallel with El Camino Real and the Caltrain right-of-way to the new Millbrae Intermodal Station. The BART-SFO Extension includes four new stations: South San Francisco, San Bruno, San Francisco International Airport, and Millbrae.

Fourth and King Station Area

Future planned land use in the Fourth and King Station area is guided by the Mission Bay Development Land Use Plan, under the jurisdiction of the San Francisco Redevelopment Agency. The transition of land use from transportation and industrial use to residential, office space, retail, and public open space has already begun in this area. Future planned land use in the Fourth and King Station area is shown in Figure 2.3-26.

Mission Bay. Mission Bay is a 300-acre site located south and west of Pacific Bell Park (San Francisco Giants' baseball stadium) and bounded by Townsend, Mariposa, and Seventh Streets, and China Basin that is being developed by Catellus Development Corporation. Over the next decade, it is slated to contain a new 43-acre University of California at San Francisco (UCSF) satellite campus as well as 6,000

housing units, 850,000 square feet of retail shops, up to 6.8 million square feet of commercial space, 49 acres of parks and open space, and a 500-room conference hotel.



Source: Redevelopment Agency of San Francisco;

Figure 2.3-26: Future Land Use in the Fourth and King Station Area

Muni Third Street Light Rail. A new light rail service in San Francisco's Bayshore corridor will be extended from the terminus of Muni's existing service at Fourth and King Streets. The line will cross the Fourth Street Bridge and run along Third Street and Bayshore Boulevard, ending at the Bayshore Caltrain Station in Visitation Valley. The 5.4 miles of new rail will be constructed primarily in the center of the street to improve safety and reliability. Nineteen stops will be provided.

Muni Central Subway. Muni and the City and County of San Francisco are actively pursuing funding for construction of the Central Subway. The proposed light rail service will be extended north from the Third Street Light Rail Service at King Street along Third Street, entering a new Central Subway near Bryant Street, crossing beneath Market Street and running under Geary and Stockton Streets to Stockton and Clay Streets. A total of four underground subway stations will be built at Moscone Center, Market Street, Union Square, and Clay Street in Chinatown. A surface station will be built at Third and King.

Transbay Terminal Station Area

The Transbay Terminal Station area is within the *Downtown Area Plan* of the *San Francisco General Plan*. Future planned use in the Transbay Terminal Station area is shown in Figure 2.3-27.